



The Canal Zone Philatelist



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Whole No. 186

Canal Zone Covers Held in Bermuda during World War II

by Dickson Preston

Last spring four covers were sold on eBay that were mailed in the Canal Zone, addressed to French Morocco, held in Bermuda during World War II, and released by the Prize Court after the war. In his "Vice President's Report" in the Second Quarter 2012 issue of the *CZP*, Mike Demski requested any member of our society who was a winner of one of these covers to write an article on this subject. Jerry Michels provided an initial response in the article, "Early World War II Canal Zone Air Mail Covers to France and French Morocco," in *CZP* 48(3):30-31 (2012). This article provides more details in response to Mike Demski's request.

Summary

The four covers are from the same correspondence sent by B. Thomas, Box 5015, Cristobal to Jean A. Thomas at three addresses in French Morocco. The first of these covers is shown in Figs. 1 and 2. The sender's return address, Box 1500, Cristobal, is that of the French Line, Compagnie Générale Transatlantique, so it would appear that both persons were of French nationality. The covers were mailed between December 6, 1940 and February 11, 1941, just before the 25th Anniversary issues of 1939 were withdrawn from sale on February 28, 1941 [1]. In two cases the sender prepared and attached French Moroccan customs labels, printed in Rabat in May 1939, declaring the contents to be CZ postage stamps (*timbres-poste. Origine: Zone de Canal de Panama*) and giving their values as 325 and 370 French francs (\$8.16 and \$9.29 in 1939 dollars or \$134.50 and \$153.12 in 2012 dollars) [2,3]. It is likely the other two letters also contained stamps.

The letters were sent by air mail from the Canal Zone to Europe. At this time correspondence to Vichy France, including French colonies loyal to the Vichy regime, was still possible, although mail service to the areas of France occupied by the Germans had been suspended. The intended route was by FAM

continued on page 6



Fig. 1 Letter sent Dec. 6, 1940



Fig. 2 Reverse side of cover in Fig. 1

Upcoming Meetings

WESTPEX 2013

San Francisco, CA

April 26-28, 2013

Meeting 1 PM Sat., April 27th

NOJEX 2013

Seacaucus, NJ

May 24-26, 2013

Meeting 11 AM Sat., May 25th

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Articles and information for publication should be sent to the Editor. Scans are preferred for figures of stamps or covers; however enlarged high quality photocopies are sometimes acceptable. Illustrations must show clearly against black backgrounds. If you need help, write or EMAIL the Editor. The author must advise the Editor if the article has been published or is being considered for publication elsewhere.

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Canal Zone Study Group

Commonly used abbreviations

BEP = Bureau of Engraving & Printing

CZ Stamps = *Canal Zone Stamps*, by Gilbert N. Plass, Geoffrey Brewster, and Richard H. Salz, The Canal Zone Study Group, 1986

CZP = *The Canal Zone Philatelist*

Entwistle = *The Postal Markings of the Canal Zone, 2nd Edition*, by Lawson P. Entwistle, The Canal Zone Study Group, 1992

French = *Encyclopedia of Plate Varieties on US Bureau-Printed Postage Stamps*, by Loran C. French, Bureau Issues Association, 1979

Scott = *Scott's Specialized Catalogue of U.S. Stamps*, current edition

Tatelman = *Canal Zone Postage Stamps*, by E.I.P. Tatelman, Canal Zone Postal Service, Mt. Hope, CZ, 1961

ABNCo = American Bank Note Company

NPM = National Postal Museum of the Smithsonian Institution

Journal citations are *Journal Name*, Volume No., Pages.

Anything without a byline is written by the Editor.

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Between the Wars with the US Army on the Zone by Wayne L. Worthington

For a postal historian, the chase is the fun, but just when you think you have your subject under control, something comes along that shakes you to your bones.

I have researched the postal history of US Army units assigned to the Canal Zone in World War II for a number of years, and I have even produced a CD on the subject. The CD covers the major units, but a quantity of smaller units are being studied that await new articles and perhaps a new CD. Also, subsequent acquisitions allowed me to expand the original study back to the Army's beginnings on the Zone in 1910. A recent purchase on eBay, however, has caused me to go back into the files. The purchase was a map produced by Army Engineers for the Panama Canal Department (PCD). The map is undated, but information noted on the map leads me to believe it was produced in the late 1920s-early 1930s. The map appears to have been torn from the Department's phone book. For this article I have divided the map into two figures (Figs. 1 and 2) so the information can be read easily.

Annotated on the map are four major units not included in my study, but definitely falling within the subject time period. They are the Panama Canal Division, the 19th and 20th Infantry Brigades, and the 42d Infantry Regiment.

This article will discuss what I have learned to date and act as a "request for assistance" to develop more information. Unfortunately, I have only the map and a 42d Infantry Regiment cover in Fig. 3 for this article.

First, in the article "Postal History of Army Units on the Canal Zone" *CZP* 42(1): 4-6 (2006), I wrote that no Army Division was assigned to the Canal Zone. Since US Army Divisions are numbered, that statement is technically correct. But the map lists a Panama Canal Division stationed at Ft. Amador. An internet search showed that such a division "was

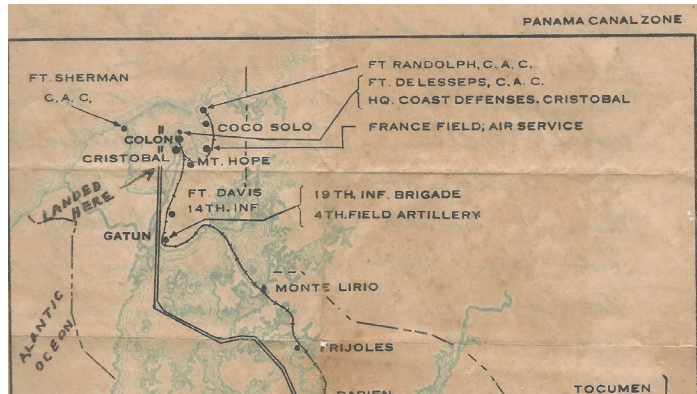


Fig. 1 Map of Atlantic half of the Zone showing locations of Army units

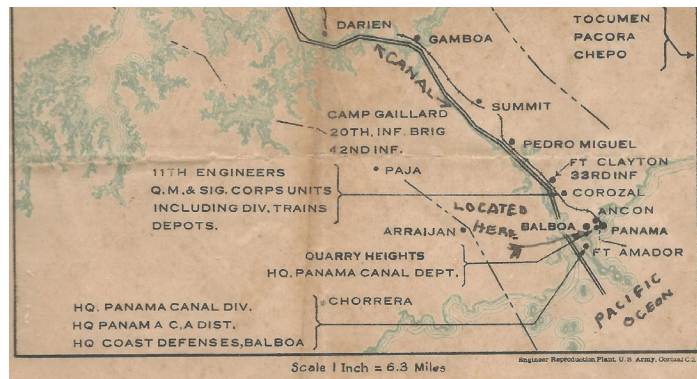


Fig. 2 Map of Pacific half of the Zone

organized in 1921 in order to insure the United States could adequately defend the Canal Zone (similar divisions were organized to defend Hawaii and the Philippines).” The Division was placed in command of the 19th Infantry Brigade stationed at Gatun and the 20th Infantry Brigade stationed at Camp Gaillard.

Camp Gaillard was one of the two Marine Camps the Army took over. At the time it was Camp Elliot and the other Camp was Camp Otis. The Camps were located on the West Bank of the Canal. Gaillard was at the north entrance into the Gaillard/Culebra Cut with Bas Obispo, Matachin, and Gorgona north of Camp Gaillard in that order and with Las Cascadas, Camp Otis, Cunette, Empire, and Culebra in that order to the south. Mail was placed on horse-drawn supply wagons and generally handled through Empire. An outstanding history of the Camps can be found on William H. Ormsbee’s internet site.

The 19th Infantry Brigade (Fig. 1) was placed in command of the Atlantic half of the Zone including the 14th Infantry Regiment at Ft. Davis and the 65th Infantry Regiment stationed at their home base in Puerto Rico. As shown in Fig. 2, the 20th Infantry Brigade took command of the Pacific half of the Zone that included the 42d Infantry Regiment also at Camp Gaillard and the 33rd Infantry Regiment at Ft. Clayton.

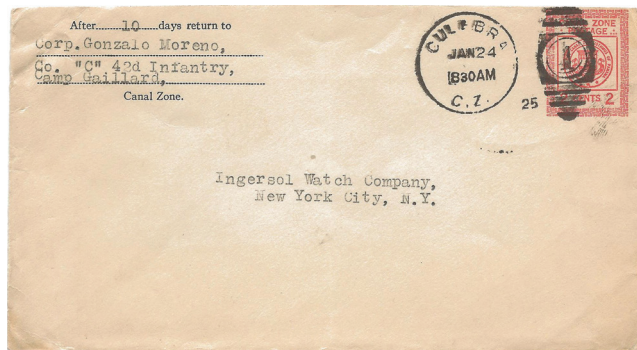


Fig. 3 1925 cover from Camp Gaillard

Since an Army Division normally commands 2 to 5 Brigades (or an equal number of Regiments), the map configuration follows doctrine of the time. The chain of command for the 4th Field Artillery listed at Gatun is not known at this time. All of the C.A.C. units (Coastal Artillery Command) and the Harbor Defense forces were commanded by the HQ Panama Canal Coastal Artillery District at Ft. Amador which reported directly to the Panama Canal Department at Quarry Heights.

As shown on the map, Corozal, sometimes referred to as the Port of Corozal, housed support units such as the 11th Engineers, Quartermaster and Signal Corps units, and the maintenance and supply Depots which reported to the PCD. The Division Trains were tactical support units that reported directly to the Division but were collocated for efficiency at Corozal, a massive support depot that provided centralized services and supplies for the entire Zone. Since horses and mules were used extensively by the Army of this era, the Quartermasters maintained a large animal husbandry stables and corrals facility at Corozal as well.

The two Brigades were active on the Zone until 1927 and the Panama Canal Division was deactivated in 1932. While they were on the Zone they were not at full Brigade and Division strengths due to post-WW I force drawdowns. But the three units were active on the Zone for a period of 5 and 10 years, so there should be some examples of covers from that period. I would like to hear from anyone with such examples.

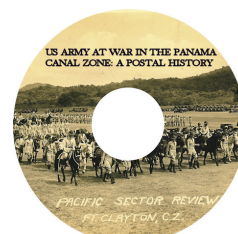
I can be reached through the Editor of the *CZP*, or by email at waynew@erols.com.

Bibliography

1. “Postal History of Army Units on the Canal Zone” *CZP* 42(1): 4-6 (2006).
2. John J McGrath, *The Brigade*, Combat Studies I Statute Press, Fort Leavenworth, KS, 2004.
3. http://william_h_ormsbee.tripod.com/bases_summ_p06.htm.
4. http://en.wikipedia.org/wiki/Panama_Canal_Division.

U.S. MILITARY POSTAL HISTORY CD

A U.S. military postal history of the Army in the Panama Canal Zone from 1910-1947. Fourteen chapters fully illustrated and a strong bibliography on a CD in PDF for \$20 postpaid. \$2 from each sale will go to the CZSG and \$2 to the ICC. Contact: Wayne Worthington, Box 2878, Springfield, VA 22152, waynew@erols.com



Canal Zone FDC with Missing CDS Hub by Daniel F. Ring

Occasionally one can find an oddity on a FDC. Figure 1 shows an example on Scott U20 (UPSS 79 size 6 3/4) where a circular date stamp hub is missing in the cancel. The “FIRST DAY OF ISSUE” slogan however is present. A cover with the normal cancel is also shown.

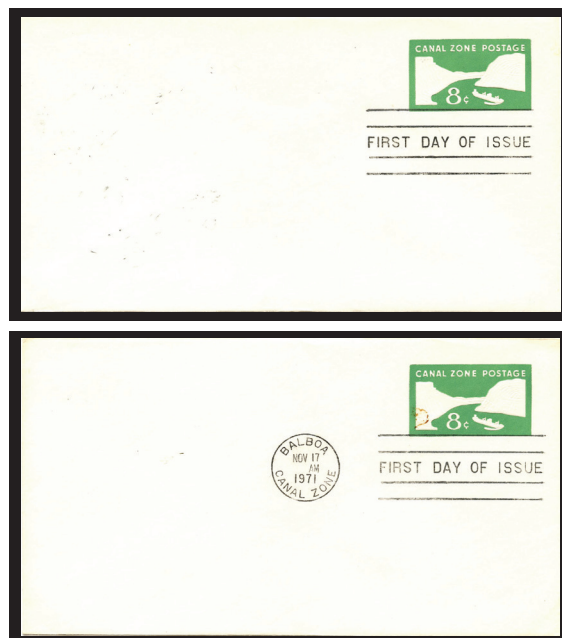


Fig. 1 First day cancels on U20 with and without CDS Hub

This cancel appears to have been made with a canceling machine. In that case it would seem that the subsequent cover slid far enough into the machine that it received the missing hub cancel, obstructing the CDS part of the cancel on the cover shown. Other covers in the writer’s possession did receive the cancellation properly. While not an “error” this cover is of interest as an oddity.

Reader's Comments and Editor's Notes

Several members have sent messages that provide preliminary announcements of new discoveries, help to clarify points in recent articles, or request further information. These are encouraged, and if viewed as of possible interest to the readers of the *CZP*, may be included from time to time in the *CZP* as is being done now.

From Mike Demski:

I was going through some UX11s with the penalty overprint for official use (S19p) and found an additional variety that is not listed in *Canal Zone Postal Stationery*. After the word POSTAGE in the penalty overprint as shown in Fig. 1, some of the cards had commas and some did not.

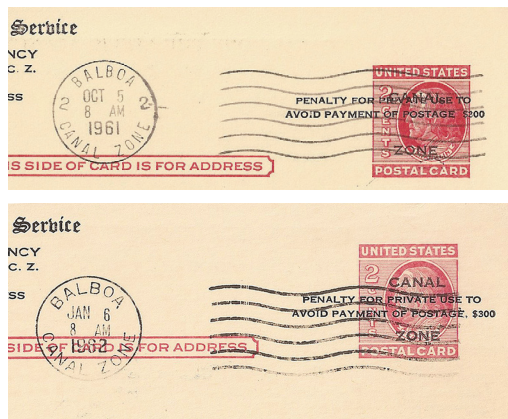


Fig. 1
Penalty
overprint card
S19p (UX11)
with and
without
comma
following
POSTAGE

These penalty overprint cards were used as announcement cards sent by the Canal Zone Postal Service. They are already known with one variety, a dropped 0 in \$300 in the penalty overprint (S19pa). This variety with the comma missing will also be assigned a minor variety number. Details about which cards (i.e., which announcements and postmarks) show the comma present or missing, and which show the dropped 0, are being compiled and will be part of a fuller report in a future issue of the *CZP*. Members are urged to check their cards and to report the details identified directly to Mike Demski (kearney511@aol.com) or to the Editor of the *CZP*.

From William Moore:

I read, with interest, your article "Layout Lines on CZ Stamps" in the 4th quarter *CZP*. In it you said that after the transfer of the design to plate was completed that the siderographer removed the layout dots and lines. I do not think that siderographers ever did any finishing of the plates. When design transfer was completed the plates were sent to the finishing department where any blemishes, scratches, and surface defects were removed.

From Wallace Cleland:

I enjoyed your article in *The Canal Zone Philatelist* [*CZP* 48(2):24 (2012)] about the 384 subject plates that produced two different stamps at the same time. The description you quoted from *CZ Stamps* is somewhat misleading as it refers to "sheets." These were rotary press printings on the Cottrell press. Two such plates were bent around the printing cylinder and produced a long printed web which was made up into coils. There were never "sheets" produced. It is interesting why the 384 subject plates were laid out this way. The Stickney presses

used previously employed 170 subject plates which produced a printed web 10 stamps wide. The coiling machines that slit this web and produced coils were only set up to handle a printed web up to 10 stamps wide. Thus the 384 subject plates for the Cottrell press were arranged so that the printed web could be slit horizontally into two webs each 8 stamps wide. The perforations were then inserted with a bar perforator and finally each web was converted into coils in the usual way. They later developed a machine that was able to slit a web 18 stamps wide into coils and then the plates were made 18 stamps wide (432 subjects).

As you note, by using two separate inking arrangements, it was possible to print two separate stamps from 384 subject plates. Once the printed web was split horizontally each side was processed into coils separately.

From Gary Weiss:

Gary alerted your Editor to two stamps being offered in March 2013 from Europe on eBay that are probably the worst fakes we have seen. They are unlikely to fool anyone. Perhaps they were not intended to deceive, being instead an attempt to illustrate to a novice the location of the various parts of the overprint. The first converts a CZ No. 114 shown in Fig. 1 to a C4 for example. The other is a US stamp with a Cincinnati precancel (a dead giveaway of a fake if nothing else is) to which a hand drawn CANAL ZONE has been added, appearing like a No. 77 as which it was offered. The seller indicated he has a few more to offer.



Fig. 1 Two very poor fakes with hand drawn "overprints" offered recently on eBay

From several readers:

Requests were received from readers about Jeanne Stough's article, "Three Cheers for the Muleskinner!" *CZP* 48(4):44-5 (2012), including Alan Bentz who found the article fascinating and wondered about the letter writer's name, and Carl Barna who thanked Jeanne for the article, finding it a delight to read and very informative, and asked "Do you know what army unit the soldier served in?"

With help from Bob Karrer and Wayne Worthington, the following is provided with Jeanne Stough's assistance: the return address on the back of the cover shown in the article in the previous issue of the *CZP* is David Wutchic/H.Q. Bty 2nd F.A./Ft. Davis, C.Z., and the correspondence spans the period from Dec. 1932 to Nov. 1934. The last letter indicating he was leaving the Canal Zone was postmarked Ft. Clayton where the H.Q. Bty 2nd F.A. return address indicated he was located in the latter part of his stay in the CZ, but has a Brooklyn return address.

The unit was initially located at Ft. Davis, but the letters

indicated that it moved in 1933 to Ft. Clayton.

From Tom Brougham:

The ink colors used for the 4c Administration Building stamps, Nos. 152 and 154 were discussed in *CZP* 48(2):15 (2012). Tom sees the following:

Sheet stamps (Scott 152)

Rose lilac with shiny slightly yellowish gum

Dark rose lilac with flat colorless gum – to his eye, the color is a bit browner, less rosy

Coil stamps (Scott 154)

Dull rose lilac with exceptionally smooth white gum which blocks any hint of printing on the other side – possibly the gum is thicker.

Dull dark rose lilac with slightly yellowish gum with some hint of design reading through from other side.

CZ Stamps does indicate that for the sheet stamps, at least one color variation does exist.

The George Brett files at the NPM includes a letter about the reason for the differences in colors of the sheet and coil versions of the stamp. In a letter from E. F. Unruh, Director of Posts, Canal Zone Postal Service to George Brett dated January 5, 1961:

The Bureau advised that the difference in color on the 4 cent sheet and coil was due to type of ink required in the printing process used, web rotary press for the 4 cent coil and flatbed intaglio press for the 4 cent sheet. The rotary press requires a heat-set type of printing ink and the flatbed press requires an oleoresinous type that dries by polymerization and oxidation.

From Dave Fredericks:

An unreported gutter snipe at the right side of the block of C44 is shown below. It was offered recently on eBay.



WANTED

#9 Stage I, Sheets only

#10 Stages I & II, Sheets only

#12 Stages I, II, III & IV, Sheets & Blocks

#13 Stages II & III, Sheets & Blocks

Sheets and Blocks • Unused & Used Approvals accepted
If you don't know CZSG No., I am happy to examine any item.

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Recycling on the Zone in 1912-3

By Richard D. Bates, Jr.

The Brett Archives at the National Postal Museum contain several B&W file photos from the early days in the Canal Zone. Two of those are included here.

In 1913 many CZ towns began to find themselves under water as Gatun Lake began to be filled and the towns were swallowed up. Figure 1 shows a group of construction workers at Corozal on April 4, 1913. Their mission was re-erecting houses removed through abandonment from Gorgona, CZ.



Fig. 1
Construction forces at Corozal, CZ, April 4, 1913

At the time many post offices in those towns found their lives prematurely shortened by the flooding that occurred. The Gorgona post office was closed on August 16, 1913.

Another that closed early was at San Pablo. In fact, its closure took place in two stages. *Entwistle* tells the tale well, saying San Pablo “was one of the earliest post offices. The full-service office was closed on November 29, 1911, but the station agent continued to handle mail and to sell stamps until February 14, 1912 when it was permanently closed.”

The photo in Fig. 2 shows the temporary quarters to which the PO was moved for the short period in 1912 before it too became submerged. The blow-up of the sign on the structure shown in Fig. 3 attests to its use as the San Pablo post office.



Fig. 2
The post office at San Pablo after removal of houses January 1912



Fig. 3
Blow-up of sign on structure in Fig. 2

Scans courtesy of Jim O'Donnell of the National Postal Museum

CZ Covers Held in Bermuda

continued from page 1

5 to the U.S., by domestic air lines to New York, by FAM 18 from New York via Bermuda to Lisbon, and then by European airlines to Marseilles. Two letters have additional postage for air transport from Marseilles to French Morocco, while the others are franked to go by surface. As it turns out, Bermuda was the end of the line for these four letters, which were held in Bermuda because they contained goods that might have been of value to the enemy, in this case postage stamps. The contents were removed and sold at auction after the war. In September 1950 the covers were put back into the mail stream. By the time the letters arrived in French Morocco the addressee was unknown, so the letters were returned to their sender, arriving in the Canal Zone in October and November 1950. Although B. Thomas probably would have moved on by then, the Compagnie Générale Transatlantique was still at the return address of Box 1500, Cristobal and could have received the mail; they were still at this address in 1976 [4]. There is no indication that the letters were undeliverable when they arrived back in the Canal Zone.

The British Prize Court in Bermuda

The practice of awarding the value of enemy ships or their cargoes to British sailors who captured them during wartime began in the late middle ages. The British Admiralty Prize Court was first established in 1708 to evaluate such claims and their distribution among the officers and crews of the capturing ships [5]. For example, many British Naval Officers became wealthy during the Napoleonic Wars by seizing ships carrying enemy goods. The Court operated during wartime, and on September 30, 1939, shortly after World War II began, King George VI issued a commission authorizing the Prize Court to rule on the capture and seizure of enemy ships, aircraft, and goods [6].

During the war, Bermuda was used by the British as a major control point for ships and aircraft crossing the Atlantic. An Imperial Censorship Station was opened in Bermuda on January 15, 1940. Both mail and goods transiting Bermuda were examined to check for information or for articles of economic value to the enemy. Mail was censored and offending passages were deleted or the mail could be returned or destroyed. Initially mail with contents that were deemed to be financially detrimental to the allied cause could be “condemned” or “detained,” and was seized, pending a decision by the Prize Court. By the time the Prize Court was established in Bermuda in June 1941, there were several warehouses filled with material awaiting the decision of the Court regarding the propriety of the seizures, including about one million parcels and letters [7]. The types of material considered of value to the enemy included cash, items of negotiable value, gems, and postage stamps. The contents were removed from the envelopes and the envelopes were retained until after the war ended, when they were released by the Prize Court and returned to the mail stream.

The items released after the war fall into two groups, based on their markings. When the Imperial Censorship Station in Bermuda was closed on May 1, 1944, a large group of condemned mail was transferred to Great Britain. The contents were disposed of and the envelopes were put back into the mail stream in late 1945 or early 1946 [8]. These items can be identified by the distinctive marking “Released” with an adjacent wavy line pattern which was intended to cover the “Condemned” marking put on the letter by the original censor. An example on a letter from the U.S. to Germany, with a Great Britain censor tape, is

shown in Fig. 3. I have not seen an example of this marking on a letter from the Canal Zone.

A second group of released mail, made up of philatelic items, may be identified by the handstamp “Released by Prize Court” in various colors as shown in Fig. 4, with different colors for different batches of released mail [9]. These letters are sealed with plain tape and do not have censor tapes or other censor markings, so they must have been separated out early in the process of sorting the mail when it first arrived in Bermuda. This mail was held because of the value of the postage stamps either contained in the envelopes or packages or used to frank them. It was retained in Bermuda after the censorship station closed, rather than being sent to Great Britain. By 1944 the stamps accumulated in Bermuda consisted of over 140,000 packets weighing three tons. These items, mostly packet material and new issues, were auctioned by H. R. Harmer in Hamilton, Bermuda on March 10 and 11, 1949 and realized \$40,000, which is \$385,000 in 2012 dollars [3]. The envelopes and packages that had contained these stamps were subsequently put back into the international mails in five batches between August 1948 and December 1950.

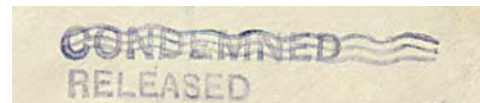


Fig. 3 1946 “RELEASED” marking with wavy lines covering the original “CONDEMNED” marking

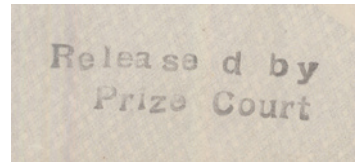


Fig. 4 Released marking used 1948 to 1950.

The Four Letters

The first letter was sent by registered airmail from Cristobal on December 6, 1940 to Jean Thomas in Rabat, French Morocco (Figs. 1, 2). The postage of \$1.05 indicates that it was a double weight letter paying two times 15c per half ounce air from the



Fig. 5 Letter sent Jan. 17, 1941



Fig. 6 Reverse of cover in Fig. 5

Canal Zone to the U.S., two times 30c per half ounce air from the U.S. to Marseille, and 15c registration. It passed through the New York Foreign section on December 9 and probably was carried to Bermuda by either the *Dixie Clipper* on December 9 or the *Yankee Clipper* on December 18 [10]. In Bermuda the letter was separated as a potential prize before it passed through normal censorship. Hence it has cellophane sealing tape on two sides, but none of the usual Bermuda censorship hand stamps or tapes. It was held in Bermuda until September 1950, when it received a Hamilton, Bermuda postmark and a grey "Released by Prize Court" hand stamp. Both markings are visible through the thin paper of the sealing tapes. After being remailed in Bermuda, the letter arrived in Rabat on December 4, but could not be delivered, and received an indistinct marking indicating the addressee was unknown in Rabat. It was then forwarded to Paris, perhaps because the return address in the Canal Zone had been obscured by the cellophane tape used to reseal the letter after the contents had been removed in Bermuda. In Paris the letter was hand stamped PARIS GARE [P. L.] M. ENTRANGER (roughly, Paris Foreign Office) and opened, perhaps in an attempt to locate the sender. It was officially sealed with 20 seals of the PTT, citing the legal authority for opening the letter, plus four wax seals, also with the text, PARIS GARE P. L. M. ENTRANGER. It was then marked RETOUR À L'ENVOYEUR (Return to Sender) and sent back to Cristobal, where it arrived on October 24, 1950.

The second letter was sent to Jean Thomas, now at Post Office Box 65 in Mazagan in French Morocco, by registered air mail from Cristobal on January 17, 1941 (Figs. 5, 6). Since it is not partially covered with French Official Seals, all the markings are visible and clear. Before posting the letter, the sender attached a customs label declaring the stamps enclosed, as described in the summary. This letter has the most interesting franking of the four, first because it displays a fine copy of Scott C20, the \$1.00 25th Anniversary air mail stamp, which is not partially covered by official seals, and second, because Scott 124, the 6c 25th Anniversary stamp, has been added to pay the air mail postage from Marseilles to Morocco. Again, this is a double weight letter, the postage paid is two times 15c per half ounce

air mail from the Canal Zone to the U.S., two times 30c per half ounce transatlantic air mail, two times 3c per half ounce air mail from Europe to French Morocco, and 15c registration. Within the Canal Zone the letter was sent to Balboa, and flown to New York, arriving January 20. The next air mail flight bound for Europe was the *Yankee Clipper*, which flew from New York to Bermuda on January 22 [10]. In mid-January, the Bermuda Censorship Office began applying their own registry numbers to registered mail, and this letter was marked 3270 in purple-grey, a color used for only the first two weeks of this new procedure [11]. As before, the letter was sealed with plain tape without any of the usual censorship tapes or markings. After the contents had been removed and auctioned, the letter resumed its journey from Hamilton on September 18, 1950 and was hand stamped "Released by Prize Court," using a distinctive marking with extraneous spaces in "Release_d b_y." When the letter arrived in Mazagan on October 4, it was unclaimed (NON RÉCLAMÉ) at Box 65 and returned to sender. It reached New York on November 11 and Cristobal on November 20, 1950.

The third letter differs from the previous two in that it was sent unregistered and, thus, was handled differently during its sojourn in Bermuda (Figs. 7, 8). It was sent to John Thomas at his street address in Mazagan. When mailed on February 7, 1941, it received an ordinary Cristobal slogan machine cancellation. This single weight letter would have required 15c air to the U.S. plus 30c transatlantic air mail, for a total of 45c, but is franked with 50c postage. The 5c overfranking would have entitled it to air delivery from Europe to Morocco. Without a New York registry marking we cannot determine the Clipper flight to Bermuda. Again the letter had the contents removed and was resealed with plain tape. The Hamilton departure postmark of September 16, 1950 displays the slogan "Come to Bermuda - The Isles of Rest," which certainly seems appropriate for a letter that languished in Bermuda for over nine and a half years. It received the grey "Released by Prize Court" marking, this time without the extraneous spaces. When it arrived at the street address in Mazagan on October 4, it was noted in both manuscript and by using a boxed marking that the addressee had "Parti sans laisser d'adresse" (Left leaving no address) and it was returned to sender. The path back to the Canal Zone is not recorded for this unregistered letter.

The fourth letter, mailed February 11, 1941, is similar to the second one, except that it is single weight. As before the sender attached a customs label declaring the value of the stamps within and sent it to Jean Thomas at his post office box in Mazagan (Figs. 9, 10). The postage, 15c air to the U.S., 30c transatlantic air mail, and 15c registration, was paid with two copies of C19, the 30c 25th Anniversary air mail stamp. There is no extra postage for air mail from Europe to French Morocco. The letter was mailed at Cristobal on February 11, 1941, and passed through Balboa and New York on its way to Bermuda, where it probably arrived on the *Yankee Clipper* on February 19 [10]. Here it was stamped with the Bermuda registry number 2700 (in the standard red color used since February 1), was opened to remove the contents, and was resealed with plain tape. It departed Hamilton on September 16, 1950. Like its predecessor, the letter was hand stamped "Released by Prize Court," using the distinctive marking with extraneous spaces in "Release_d b_y," was marked NON RÉCLAMÉ (unclaimed) in Mazagan on October 4, and was returned to sender. It reached New York on November 11 and Cristobal on November 20, the same dates as the second letter.



Fig. 7 Letter sent Feb. 7, 1941



Fig. 8 Reverse side of cover in Fig. 7

continued on page 8

Conclusion

The Bermuda Censorship Project's survey of over 7800 covers



Fig. 9 Letter sent Feb. 11, 1941

intercepted in Bermuda during WWII records only 65 examples marked "Released by Prize Court," so these are relatively scarce items [12]. Letters from the Canal Zone were not treated



Fig. 10 Reverse side of cover in Fig. 9

Misperforated Panes in the NPM Vault by Richard D. Bates, Jr.

The National Postal Museum of the Smithsonian Institution now houses the materials transferred from the Canal Zone Postal Service after the transfer of the Canal to Panama in 1979.

Included among these materials are several printing or perforation errors retained by the CZPS and included in their files. These panes never reached the public, but as the stamps were printed as full sheets, it is possible that a pane from one of the other positions did. Unless that happened and copies now reside in public hands, these items will not be listed in *Scott* or in the Check List from *CZ Stamps*, now being updated.

A purpose of this article is to ask anyone with such varieties to contact your Editor.

A misperforated pane of the *S.S. Ancon* stamp, Scott No. 149, in the NPM vault is illustrated in Fig. 1. The expanded image of the plate block from that pane is shown also in Fig. 2.



Fig. 2 Plate block from pane in Fig. 1

This item is accompanied by a letter, shown in Fig. 3, indicating that this pane was found in the stock at the Rodman post office in November 1965. The letter acknowledges that the

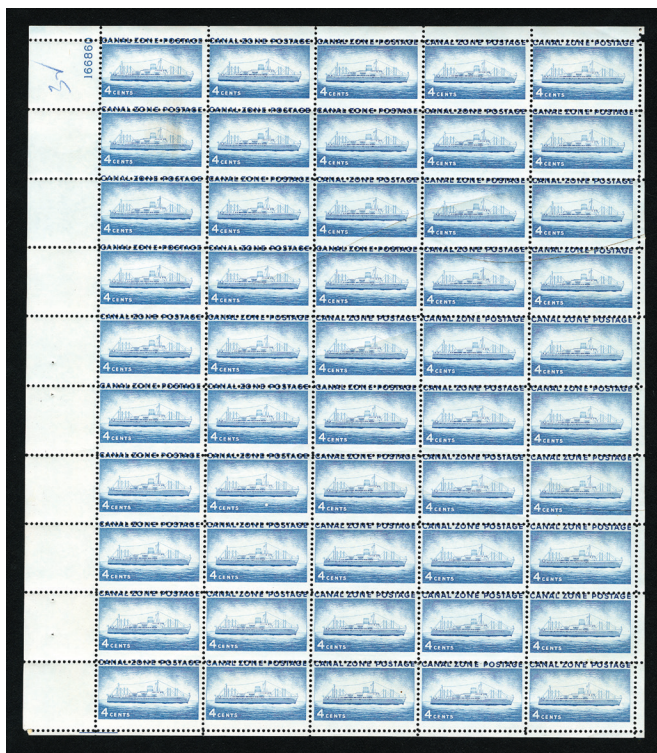


Fig. 1 Misperforated pane on No. 149

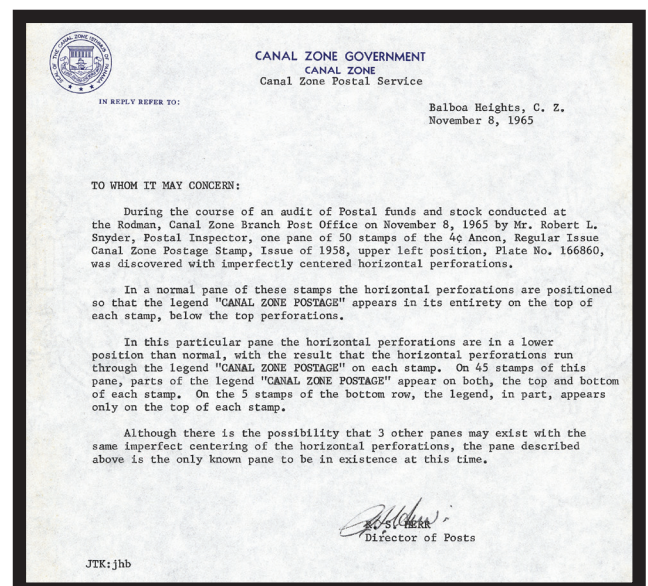


Fig. 3 Letter dated November 8, 1965
from R. S. Herr, Director of Posts

other three panes (from the original sheet) may exist, but states this is the only known pane at the time the letter was written on November 8, 1965.

Misperforated examples of No. 149 are known and are listed in the Check List as 149.1, with the horizontal perforations shifted upward into the bottom of the design, unlike those on

differently in Bermuda from mail from other locations, but they are still of special interest to CZ collectors. Since the only mail that received the "Released by Prize Court" markings were those that contained postage stamps, the letters' philatelic origins should not detract from their value to collectors.

The four covers described in this article are the first CZ mail released in Bermuda by the Prize Court seen by me. They represent a good cross section of such mail, showing a range of CZ rates and the processing of both ordinary and registered mail. Their high value frankings, especially using the \$1.00 25th Anniversary air mail stamps to pay documented postal rates, add special interest to these scarce examples of CZ World War II postal history.

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 [5] http://en.wikipedia.org/wiki/Prize_money.
 [6] Peter A. Flynn, *Intercepted in Bermuda: The Censorship of Transatlantic Mail during the Second World War*, p. 4. The best source for extensive information about censorship, condemned mail, the operations of the prize court, flight schedules, and much else of interest to philatelists regarding World War II in Bermuda.
 [7] Flynn, p. 47.
 [8] Flynn, p. 100.
 [9] Flynn, pp. 45-49.
 [10] Hans A. Aitink and Egbert Hovenkamp, *Bridging the Continents in Wartime: Important Airmail Routes 1939-1945*, pp. 172-173.
 [11] Flynn, p. 88.
 [12] Flynn, p. 104.

the pane in Fig. 1 which are shifted downward.

Two misperforated partial panes of No. 164 also are in the vault, with the enlarged plate blocks shown in Figs. 5 and 6.

But to the best of my knowledge, no examples from either of these sheets are known to be in the hands of philatelists. Readers are asked to communicate information to the contrary.



Fig. 5 Misperforated strips of 30 from LR panes with plate nos. 172528 and 172529



Fig. 6 Plate blocks from strips in Fig. 4

The images included in this article, except for Fig. 4, have been provided by Jim O'Donnell courtesy of the National Postal Museum.

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Study Group News

President's Report

David Zemer

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sosahill@hotmail.com

In our last Issue we asked for volunteers to help update our *CZP Index*. Thanks to our Metro (North Jersey) Chapter which has agreed to take charge of this important function and they hope to have it completed later this year. At that time, a copy of the updated Index will be distributed to members of the CZSG with an issue of the *CZP*.

Panama Canal Museum moves to University of Florida

After 14 years of operation the Panama Canal Museum has been moved from Seminole, Florida to Gainesville, Florida and is now incorporated into the University of Florida George A. Smathers Library. In 2014, UF will host a campus-wide Centennial celebration. The displays and exhibits will include many items from the PCM collection, as well as items from UF's own collections.

Living in Norway with only a few Panama Canal resources available in my personal library, I am a heavy user of the Smathers Digital Collection to search for references for my Canal Zone philatelic research. I encourage anyone with an interest in the Canal to open up one of these books and leaf through it or use the powerful search feature to look for keywords.

2014 - Celebrating the Centenary of the Opening of the Panama Canal

To celebrate the 100th Anniversary of the opening of the Canal, the Canal Zone Study Group will be a supporting or participating group at WESTPEX on April 25-27, 2014 and at CHICAGOPEX on November 21-23, 2014.

At WESTPEX we will be joined by our sister society COPAPHIL, the Colombia-Panama Study Group; in Chicago the emphasis will be on the US Possessions. Both of these shows will be a chance for us to meet old and new friends and see some great Canal Zone exhibits. We hope that all of you will make a special effort to attend one or both of these shows and attend one of our meetings. As we get closer to 2014 we will keep you up to date with our centenary activities.

Future Meetings

APS StampShow 2013

Milwaukee, WI

August 8-11, 2013

Meeting date and time TBD

As a Participating Society in Future National Meetings

WESTPEX 2014

San Francisco, CA

April 25-27, 2014

CHICAGOPEX 2014

Itasca (Chicago), IL

November 21-23, 2014

CZSG Meeting at APS AmeriStamp Expo 2013 in Louisville, KY

A small but lively meeting of CZSG members was held on Saturday, January 19th at the 2013 winter APS show in Louisville, KY.



Members attending the meeting were Ralph Rust, Parker Bailey, John Findling, Dan Ring, and Richard Bates.

Philatelist Editor Bates reported on developments on two important CZSG projects: the development of an update to the Check List found in *CZ Stamps* to be overseen by Richard Spielberg and the compilation of an updated index to the *CZP* for the 2007-2012 period to be added to the previous index, a project the Metro (North Jersey) Chapter of the CZSG has volunteered to take on. Dick Bates also showed enlargements of hard-to-detect wrong font overprints. He discussed their characteristics and passed around examples and printed versions of computer images.

Discussion included topics members would like to see covered in the *CZP*. Parker Bailey suggested including 1) more human interest stories including those highlighting individuals important in the building of the Canal, particularly those who have appeared on CZ stamps and 2) items of interest to those new to the collecting of Canal Zone stamps. The group hoped to see more highlighting of postcards that show scenes of life in the Zone or street and construction scenes. Dan Ring asked about possible interest in illustrating covers from the Zone after the Canal was transferred to Panama in 1979. Frustration was expressed that there would not be a stamp issued to recognize the 100th Anniversary of the Opening of the Panama Canal.

Dick Bates showed a set of early CZ stamps that had been deliberately cut through the middle of the overprint and that were used to detect fake overprints. He included examples of Scott No. 36 on which the surcharge had been removed. The discussion evolved to newer ways of doing these determinations including the value of newer devices for examining stamps under magnification, including those that can be attached to a personal computer.

Richard D. Bates, Jr.

Winners

At the American Philatelic Society's AmeriStamp Expo 2013 held in Louisville, KY in January 2013, Dick Bates' one-frame exhibit, "Typesetting, Printing, and Plate Varieties and Errors on Flat Plate U.S. Stamps Overprinted Canal Zone," received a gold and was recognized with the American Association of Philatelic Exhibitors Title Page Award and the Error, Freaks & Oddities Collectors Club First Prize.

Secretary's Report

Mike Drabik

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Hello to all. I hope that the start of 2013 has been good so far and that everyone is looking forward to Spring.

As promised in my last report I have mailed out the initial request for payment of 2013 CZSG dues and I'd like to thank everyone who responded with payment of their dues for this year and years in advance in some cases. Unfortunately as of this report there are 75 CZSG members who have not responded to my initial request. I will be sending these members one final request for payment of their 2013 dues.

CZSG Membership: There are 528 members of the Canal Zone Study Group (including 75 members who are not current in payment of their 2013 CZSG dues).

Please join me in welcoming our newest members:

Dean C. Ferrin II, CZSG # 2675	James Byrne, CZSG # 2680
Roger D. Jordan, CZSG # 2676	Leonard Brockman, CZSG # 2681
John Schultz, CZSG # 2677	Vern Fox, CZSG # 2682
Baasil T. Wilder, CZSG # 2678	

I am very happy to welcome back to the CZSG as dues paying members:

Edward D. Simmer, CZSG # 2178	Michael D. Feinstein, CZSG # 2679
Juan Carlos Jimenez, CZSG # 2537	

We have been notified of changes of addresses for the following CZSG members:

Cpt. Charles O. Barrett, CZSG # 487	Douglas L. Brunell, CZSG # 230
Douglas W. Brusie, CZSG # 2081	Gary W. Charneia, CZSG # 1280
John A. K. Davies, CZSG # 2579	Ted A. Oliveira, CZSG # 2589
Thomas S. Pollard, CZSG # 2137	Elizabeth B. Stergion, CZSG # 662
Paul D. Sterling, Sr., CZSG # 2526	Robert C. Ward, CZSG # 2403
Alta B. Williams, CZSG # 2481	Edward D. Simmer, CZSG # 2178
Vernon Wilhelm von der Heydt, CZSG # 2638	

I'm sorry to report that the following members have submitted a formal notice of their resignation from the CZSG:

Jacques C. Schiff, Jr., CZSG # 348	Harlan Englander, CZSG # 757
William F. Swanson, CZSG # 792	Terence H. Ethridge, CZSG # 915
Dr. John C. Fletcher, CZSG # 1436	Jonathan Topper, CZSG # 2664

Unfortunately I also need to report that the following 45 members listed below have been removed from our CZSG membership list for non-payment of their 2012 annual dues. I will reinstate any of these members when I receive payment of their CZSG dues.

William C. Anderson, CZSG # 2515	Roland J. Sandy, CZSG # 2633
Albert F. Bennett, CZSG # 1119	Alan A. Stern, CZSG # 1343
Joseph L. Berlin, CZSG # 2518	Gerald W. Tierney, CZSG # 2368
Ernest E. Coleman, CZSG # 2249	Susan L. Tucker, CZSG # 2181
William S. Dipaolo, CZSG # 2602	William Wymer, CZSG # 2636
Dr. Charles R. Gherman, CZSG # 1439	KC Bell, CZSG # 2647
Herbert L. Hamerslough, CZSG # 1655	Rudolph Bentz, CZSG # 2548
Edward C. Jackson, CZSG # 791	Joe Boburchuk, CZSG # 2653
Dr. Mozuka Kozuka, CZSG # 2462	Renald Dana, CZSG # 2641
James Majka, CZSG # 2177	Charles W. Geisewite, CZSG # 1720
Robert W. May, CZSG # 2357	Richard B. Halloran, Jr., CZSG # 2519
Fidencio D. Moreno, CZSG # 2618	Neil A. Helgeson, CZSG # 2246
F. Edward Mouton, CZSG # 1795	Robert B. Kittedge, CZSG # 2534
Karl J. Nehring, CZSG # 2063	Robert E. Lansdowne, CZSG # 2035
Gary Overfield, CZSG # 2640	Jose G. Mata, CZSG # 2573
Stan Polchinski, CZSG # 2311	Dr. Ronald C. Moe, CZSG # 1727
Robert R. Reeves, CZSG # 1784	Robert Motelow, CZSG # 2593
Ronald N. Ruberg, CZSG # 2650	Wayne K. Mueller, CZSG # 2507

Harold A. Olsen, CZSG # 2542
Robert A. Pierpoint, CZSG # 2532
Richard F. Potter, CZSG # 351
Daniel Rodak, CZSG # 1815
Joel L. Sanders, CZSG # 921

Bruce M. Stark, CZSG # 1044
Ernest B. Thompson, CZSG # 2619
James Trotter, CZSG # 1311
Douglas Weisz, CZSG # 2651

Lastly it is with great sadness and condolences to their families that I recognize the passing of our fellow CZSG members:

Dr. H. C. Bates, Jr., CZSG # 685	Randall E. Burt, CZSG # 657
Judith E. Guertin, CZSG # 1260	William H. Spoerer, CZSG # 1572

Please contact me if you have any questions or if I can be of any assistance. I strongly encourage everyone to promote the CZSG and ask others to join our organization.

Auctions by Jim Crumpacker

There was little of real interest offered by the auction houses attempting to sell Canal Zone philatelic material during the fourth quarter, Oct. 1-Dec. 31, 2012. On the theory that nothing of note is better than nothing at all, here are a few results from the slim pickings that were available. The first price given is the hammer-plus-commission amount and is followed in parentheses by the value shown in the *2013 Scott Catalogue*.

3, VF on VF cover, Crist. 7/10/04 to Panama \$212 (\$325)
H.R. Harmer
39e, inverted center and overprint reading down, OG,
HR, VF+ \$299 (\$ 650) M. Rogers
46, F-VF on ppc (edge wear and some staining) o/w VF
Cristobal 12/20/15 to US \$71 (\$175) H.R. Harmer
U2 var., mint entire with head shifted up, VF \$189
(\$n/a) H.R. Harmer

The names and addresses of the auction firms follow:

H.R. Harmer Auctions
18061 Fitch
Irvine, CA 92614

Michael Rogers, Inc.
336 Grove Ave., Suite B
Winter Park, FL 32789

W. Wallace Cleland

We learned recently of the passing of W. Wallace Cleland, who was a Professor at the U. of Wisconsin. Prof. Cleland was best known philatelically for his work with US stamps prepared by the BEP and as Editor of the *Durland Standard Plate Number Catalog*, Prof. Cleland's contributions on issues of the Canal Zone were often behind the scenes, but as the note on page four of this issue and another that will appear in a future issue indicate, his expertise contributed greatly to our knowledge and publications.

W. Wallace 'Mo' Cleland died on March 6, 2013 in Madison, WI. Born in 1930 in Baltimore, MD, he was elected to the National Academy of Sciences in 1985 for his pioneering work on enzyme mechanisms. He received nearly every major award in the field of biological chemistry. In 2008 he was honored with a Lifetime Achievement Award in Philately from the Smithsonian Institution.

Al Sprague Anomaly By Alan P. Bentz

Dick Bates reported an Al Sprague stamp essay for a 16c stamp showing the towing locomotive ("mule") in CZP 48(4): 48 (2012). As he said, the stamp was issued ultimately in the 15c denomination on October 25, 1978. The stamp and the drawing clearly show the locomotive with the Number US 35 (Fig. 1).

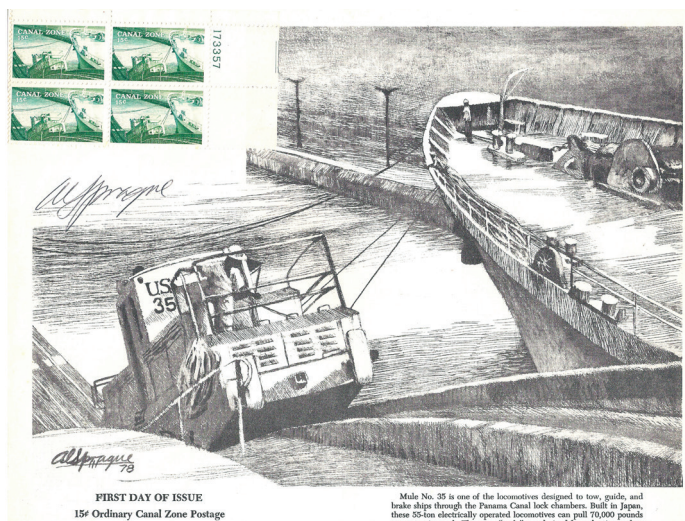


Fig. 1 Print of Al Sprague's drawing for the stamp (autographed below block of stamps).

The anomaly manifested itself when I received the print (Fig. 2) from a friend of Al Sprague. It showed the exact same drawing, entitled "Number 21," with US 21 clearly shown on the locomotive. The date is also 1978. I asked another friend of his to inquire why the difference, and Sprague gave a flippant answer saying something like, "I don't remember why I do these things."...so the mystery remains.



Fig. 2 Framed print entitled "US21," signed by Al Sprague

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Via Air Mail Within Europe by Paul Ammons

This article follows up Tom Brougham's "Three-Rate Airmail Covers" in the First Quarter 2012 *Canal Zone Philatelist* CZP 48(2):1, 6-7 with an emphasis on the auxiliary hand stamps applied to Canal Zone mail that was pre-paid to receive expedited air mail service within and from Europe between June 18, 1932 and April 27, 1939.

Beginning in 1932 an add-on rate of 3c per ½ oz. existed for mail that was to receive air mail service within and from Europe. This ended on April 28, 1939 when the new 35c per ½ oz. Trans-Atlantic air mail rate that included air mail service within and from Europe was established.

Two auxiliary hand stamps indicating the mailed item was to receive air mail service across the Atlantic are listed in *Entwistle*, these being the two-line "VIA TRANS-ATLANTIC / AIR MAIL," MisN 11, illustrated in Tom's article, and the two-line VIA AIRMAIL/TRANSATLANTIC, MisN11a (Fig. 1).



Fig. 1
MisN11 marking

However, the auxiliary hand stamps indicating the mailed item was to receive air mail service within or from Europe (Fig. 2) are not listed in *Entwistle* or its September 1997 addendum.

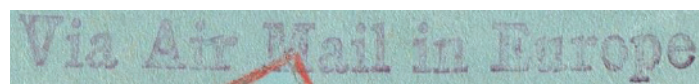


Fig. 2 Markings to indicate cover was to receive air mail service in Europe

Two of these hand stamps were illustrated in Tom's article.



Fig. 3
Additional marking to show cover was to receive air mail service in Europe



There is at least one more on the October 1935 cover shown in Fig. 3, which received air mail service to the US, traveled across the Atlantic by surface mail, and received air mail service within Europe.

Does anyone have examples of other auxiliary markings indicating expedited air mail service within and from Europe?

It should be noted that not all items mailed from the Canal Zone between June 18, 1932 and April 27, 1939 that were to receive expedited air mail service within and from Europe received auxiliary markings.